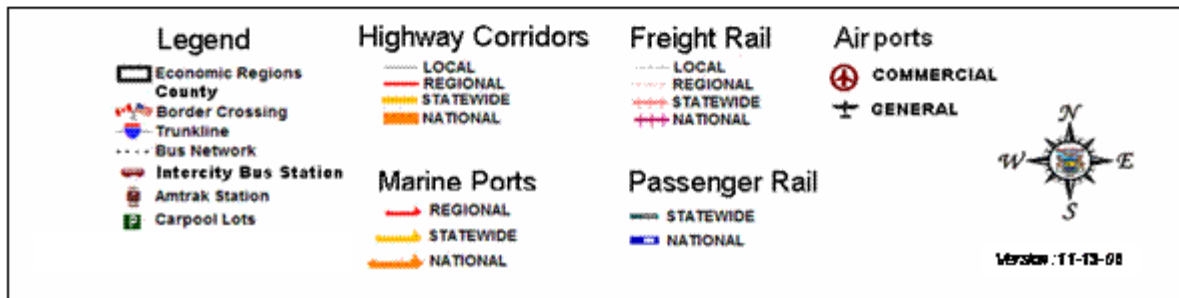
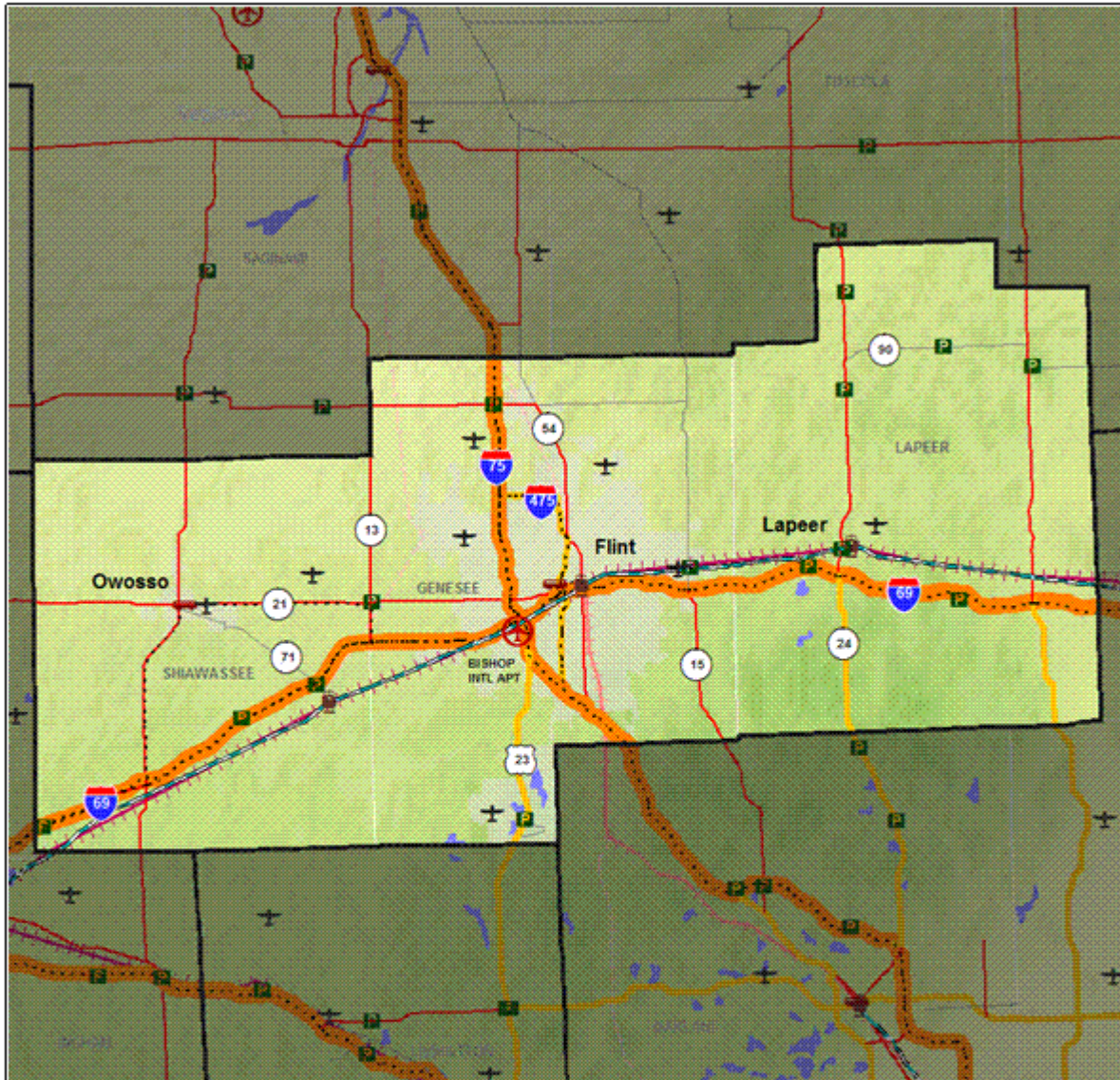


5 Greater Flint Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

- Retail trade, motor vehicle, administrative, professional/technical, and service provide the region's primary economic base.
- 2030 projections estimate a loss in employment in the region, primarily in the motor vehicle industry.
- The per capita income in Lapeer and Genesee is \$ 25-30,000, Shiawassee is \$20-25,000 all are below the state average (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Approximately 6 million visitor-days are provided by the region.
- Eight hospitals or other medical facilities serve the area.
- The region has post secondary institutions with a combined enrollment of approximately 27,000.

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Passengers in this region may travel on Interstate, US, and state routes.
- Air service is available at Bishop International in Flint, over 558,000 enplanements are provided annually.
- Genesee County has countywide transit services.
- All counties provide specialized transit services.
- Lapeer and Shiawassee Counties each have one provider of community transit services.
- Genesee County (Flint) is the largest transit system serving 3.8 million passengers annually.

Corridors of Highest Significance

National/International: Bay City–Midland–Saginaw/Flint/ Detroit (I-75); Port Huron/Lansing/Indianapolis (I-69); Port Huron/Chicago (I-69/I-94)

Statewide Significance: Flint/Toledo (US-23)

Counties: Lapeer, Genesee, Shiawassee

MI Transportation Plan Activity Centers: Flint, Lapeer, Owosso

MDOT Region: Bay, University

MPO and RPA: Genesee Valley Metropolitan Council (436,141 urban pop.; 648 Square Mile); GLS Region 5 Planning and Development Commission (RPA).

Quick Facts:

- 2005 Estimated Population 612,676 (6.0 % of MI);
- 2030 Projected Population 667,815 (5.9% of MI);
- 2005 Estimated Employment 285,911 (5.0% of MI) - Approximately 12 percent retail trade; 6 percent food service; 6 percent motor vehicle; 6 percent construction; 10 percent administrative and professional/technical; and
- 2030 Projected Employment 308,962 (4.8% of MI) - Anticipated growth in health care, administrative, technical/professional; anticipated loss of 36 percent in motor vehicle.

Smart Zones: None
Tax-free Renaissance Zones: None

- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- One intermodal terminal in the county connects local transit, intercity bus and passenger rail. There is also a passenger rail terminal in Shiawassee County and one in Lapeer County.
- Intercity bus service is available in Genesee and Shiawassee Counties.
- There is Amtrak service with links to Port Huron and Chicago through this region. Annually, 17,000 passengers board, and 16,500 passengers deboard, in this region.

Opportunities

- The Flint Bishop Airport is one of the fastest growing airports in the country and serves as a regional freight cargo provider. Continued growth of this transportation asset will continue to provide economic benefits to the greater Flint region including new industrial parks in Lapeer and Saginaw. The airport's objective is to serve air cargo in a 500-mile radius. Plans are in place together with some funding for \$30-35 million in improvements.
- There are interstate linkages traveling in all directions to and from this region, rail and air freight service is available and accessible.
- Flint is an important connection point for intercity bus and rail, including Amtrak Thruway Motorcoach Connections.
- Genesee County transit system has a diverse set of transit services including cross-jurisdictional regional transit services to neighboring counties.
- There is a strong history of transit millage support in Genesee County.
- There is new transit millage for Lapeer County.
- Intercity bus service to Flint is provided by two carriers.

Barriers, Gaps, Missing Links

- Integrating long-distance travel with local traffic.
- Job losses in the Flint and increased commuter traffic to reach jobs in Detroit Metro area.
- On the weekends this corridor carries tourist traffic moving north on Fridays and south on Sundays - Integrating tourist traffic with local traffic is a challenge.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Freight services are available through rail, road, and air.
- Rail freight service in the area is extensive with major east west connections provided along the CN rail line and north south connections provided along the CSX and Saginaw Base Southern rail lines.
- Air cargo ports handle approximately 9,600 tons of air freight annually.
- No marine ports and no major intermodal terminals are located within this region.

Corridor Value

- The corridors in the region serve passenger travel and freight traveling to and through the region.
- Roadway and rail lines carry some of the largest volumes and dollar values of freight in the state.

Existing and Future Conditions

- I-75 is congested in this area and in need of modernization.

Linkages

- The I-75 corridor that passes through this region provides important linkages between the southeast Michigan economic regions and the tourism dependent economic regions to the north. Likewise, the I-69 corridor provides important freight linkages especially for international freight and trade between Canada, Michigan and states to the south and the west.

Regional Corridor Strategies

- Over the next 30 years, the department will implement the following capacity improvements within this region: Widen M-24 between Oakland County and I-69.
- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors within this region.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including increased/improved carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- Operational strategies such as increased incident management and maintenance of traffic practices during construction projects will be utilized especially along the I-75 and I-69 corridors as these are important tourism and freight corridors.
- Utilize ITS strategies along the I-75 and I-475 corridors through Flint to more efficiently manage traffic flows during peak tourism travel periods.
- Access Management on strategic sections of the regional and local roadways.

- Add carpool lots in the suburban growth areas such as between Lansing and Flint on I-69 and I-75.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability, increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines, and to increase opportunities to transfer to intercity bus and passenger rail.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.
- Continue to provide financial assistance to help preserve existing state subsidized passenger rail service.
- Identify ways passenger rail service can alone or in coordination with intercity bus and/or local transit, be used to assist workforce commuters and business trips in regional efforts.
- Work with intercity carriers and Travel Michigan to promote Michigan as a travel destination.
- Encourage opportunities for infrastructure improvements between rail freight and rail passenger that reduce congestion and provide for improved on time performance.
- Continue to support the MichiVan program to provide commuter alternatives.